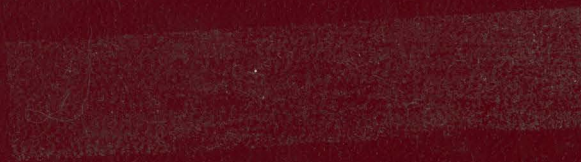


r
VM
461
D45
D4

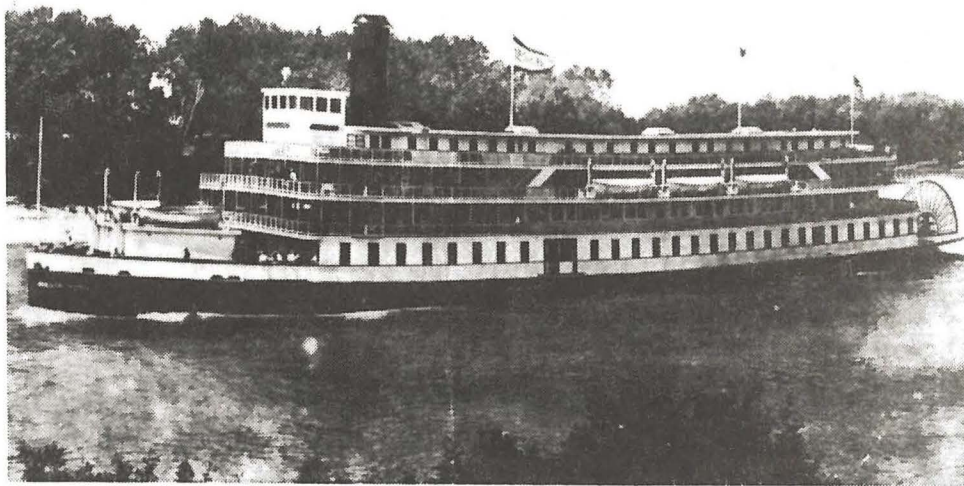


✓
VM
461
D45 D4

DELTA KING

Historic Sternwheel Riverboat

**PROPOSAL TO EXPAND FLEET OF
HISTORIC VESSELS - AQUATIC LAGOON**



Golden Gate National Recreational Area
SAN FRANCISCO, CALIFORNIA

September, 1981

DELTA KING

TABLE OF CONTENTS

1. - Introduction
2. - Historic Overview
3. - The Concept
 - Urban Resort Time Sharing
4. - The Proposed Site
5. - Drawing of Proposed Site
6. - Business Details
7. - Environmental Impact
8. - Benefits to the Public
 - A Summary
9. - Profile of Proponent(s)
 - Appendices - Time Share overview
 - General Management Plan -
G.G.N.R.A.
 - Photographs
 - Historical
 - Current Status - July 1981
 - Naval Architect - Salvage Proposal

DELTA KING

1. INTRODUCTION

San Francisco, surrounded on three sides by the Pacific Ocean and San Francisco Bay, owes its life to the sea and the waterfront. The establishment of the Golden Gate National Recreation Area recognizes this and allows people of all ages, income levels, and lifestyles to enjoy a park celebrating those values, now and in the future.

Studies conducted to determine needs of the fleet of* historic ships have been made with a consensus that the present fleet should be preserved and expanded to twelve vessels. The projected cost is \$30,837,000.00. The current budget limitations experienced by the G.G.N.R.A. rule out any signifant move to develop a preservation/expansion program in the forseable future.

The proposal herein described is a unique opportunity to expand the fleet of historic vessels with the use of private capital and expertise with no financial cost to any level of government.

Some of the benefits to the public are:

1. Saving a significant ship that will otherwise sink into limbo in all likelihood.
2. Increased visual impact that comes with an expanded fleet.
3. Park visitor access to specific designated areas of the vessel.
4. Reversionary title of DELTA KING from private ownership to National Park Service in years to come with an endowment fund for future maintenance.
5. Educational program in ship maintenance for young persons.
6. The spin-off advantages to the present fleet of vessels, e.g. dredging, breakwater, access piers, etc.

* See Appendix

DELTA KING

2. HISTORIC OVERVIEW

The DELTA KING sternwheel riverboat is 250 feet long, 58 feet beam, 1,837 gross tons, 1,318 net tons, 11 foot depth, and draws 7 feet of water. The KING was built with her sister ship DELTA QUEEN in Glasgow, Scotland in 1926 with a steel hull, than was disassembled and shipped to Stockton, California. Here a wooden superstructure of four (4) decks was added. She cost nearly \$1 million to build in the \$ dollars of the 1920's.

During the period 1926 until 1940 the DELTA KING and the DELTA QUEEN operated as overnight river packets between San Francisco and Sacramento. They are widely regarded as the finest riverboats ever to have sailed America's rivers. But the emergence of good roads, the Great Depression and World War II closed down this overnight cruise service. Both ships were commandeered by the Navy in 1940 for service during the war in San Francisco bay.

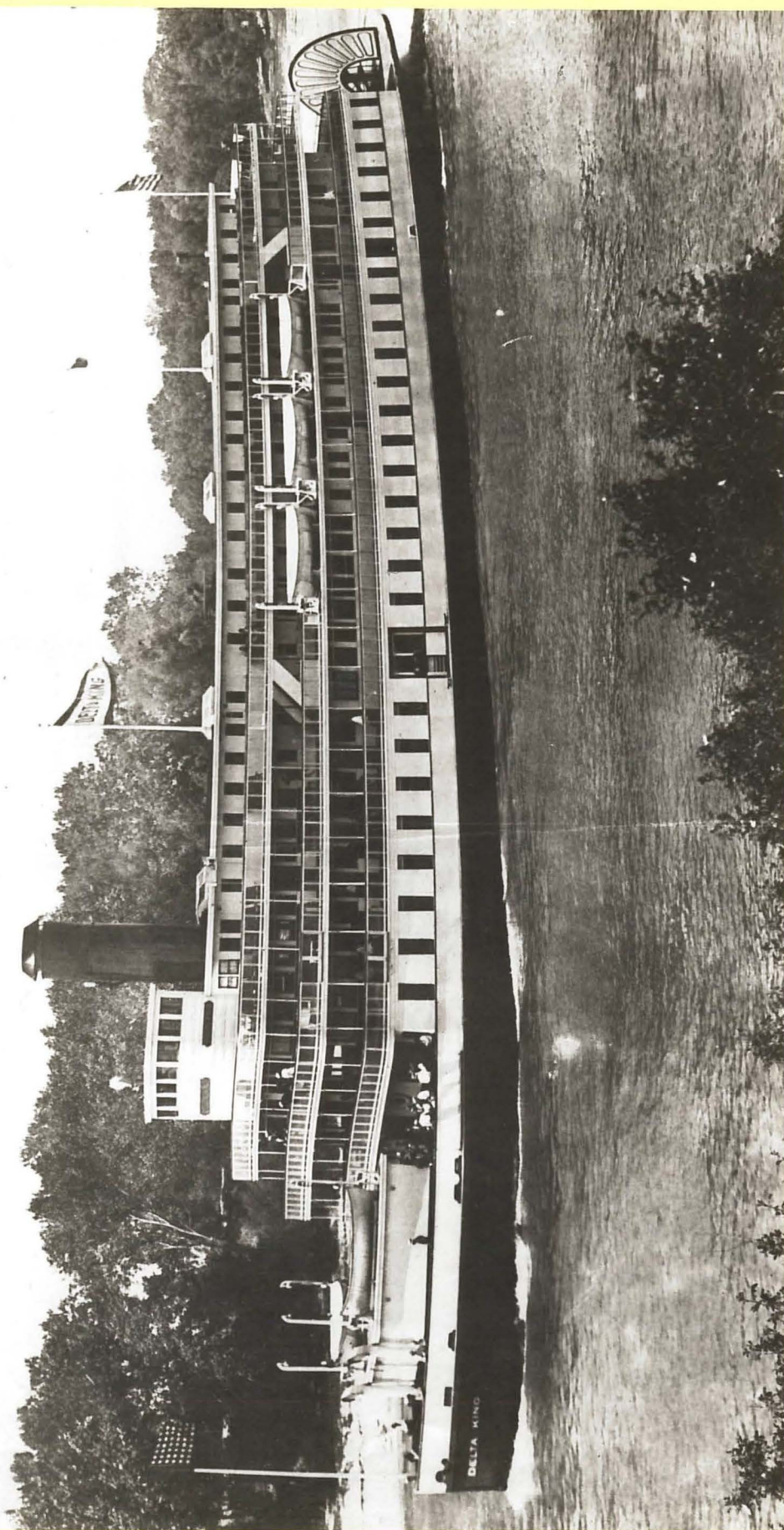
In 1946, DELTA QUEEN was towed to New Orleans, then overhauled in Pittsburg before returning to revenue passenger service in 1948. She still sails regularly on the Mississippi and Ohio Rivers from New Orleans to Cincinnati and has now become famous and is something of a national institution. She is listed in The National Register of Historic Places.

The DELTA KING was not as fortunate as her sister and has spent a nomadic life on the Sacramento - San Joaquin River delta and has voyaged under tow, as far away as British Columbia, Canada in the 1950's and - almost - was towed to the Yantze River in China. She has been used as a bunkhouse for construction workers, has been pirated in the dead of night by a group known as RIVERBOATS COMIN INC., been involved in numerous legal battles and was sold at public auction as a forlorn ship with engines and paddlewheel gone.

The final indignity was dealt to the KING in April 1981 when due to improper moorage she sank in the shallow Lauritzen Channel off Cutting Boulevard in Richmond, California where she presently sits with water covering part of her hull.

* See Photographs.
Appendix.

11



DELTA KING

3. THE CONCEPT

- URBAN RESORT TIME SHARING *

The DELTA KING originally operated as a passenger carrying steam paddlewheeler with comfortable staterooms and common lounges.

Our concept is to refurbish her to her original use with passenger staterooms in 1920's style hiding contemporary mechanical technology and current fire and safety standards. Her exterior face will be historically correct, other than regulations imposed upon her design to meet safety standards. There will be no "Tinsel-land" style, just her original classic lines.

The vessel will be moored in one location and she will be moved only for drydock inspections.

The "passengers" aboard the DELTA KING will be owners of Time that they have purchased for their use for a minimum of one week each year.

The rehabilitation of the vessel to her original state will obviously be very costly. The time share concept offers the private developer a method of recouping these extremely high costs within a reasonable time after commencing construction. This provides a quality development from the outset that is maintained to high standards for the life of the project, escaping concern for month to month income, economic downturns or owners who lose interest.

Time share promotes pride of ownership, (because the premises are well maintained), ensures high visitor turnover (2,295 weekly owners), opens up an asset to a wide range of people at many income levels (not a wealthy few).

URBAN TIME SHARE is a recent expansion of the original resort/vacation time share concept. The same business principals are used, but expanded to recognize that some persons like to vacation in cities or urban

* See Appendix

DELTA KING

- 2 -

areas. A further extension of the urban vacation use, is that residents of the urban areas and business firms may buy time for their out of town guests.

San Francisco is a good location where we anticipate urban time share will sell well. The climate attracts tourists/vacationers every month of the year, therefore there is really no high or low season. The city's emphasis on attracting conventions, the new George Moscone Convention Centre and the city's increasing role as a corporate headquarters city provides a good tone for our endeavours.

Costs of rehabilitating to historic accuracy a run down old riverboat obviously makes welcome this climate for success. San Francisco is one of the few cities where it will work.

DELTA KING

4. THE PROPOSED SITE

The location of the proposed moorage is adjacent to the rock seawall on the south shore of the Aquatic Lagoon equidistant between the Maritime Museum building and the north foot of Van Ness Street.

This site is technically excellent for the moorage of a shallow draft riverboat provided by the normal calm water. The hill on the east side of Fort Mason blankets the prevailing winds blowing from the Golden Gate. The mooring position deep inside the Lagoon at the foot of the Ft. Mason hill, in addition to the partial breakwater under the Municipal Pier breaks up the tidal surge during most seasons.

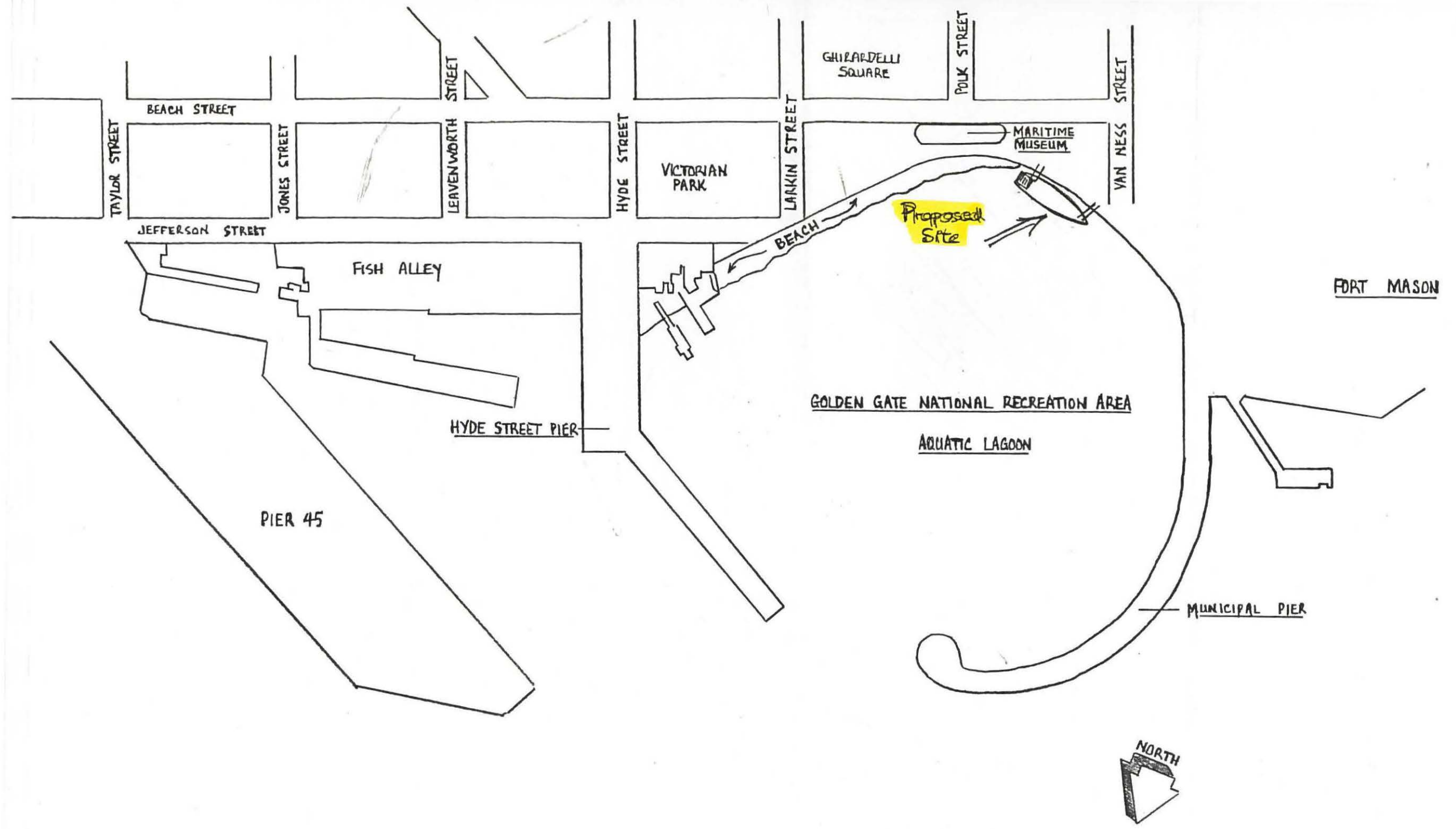
Two other sites were considered:

1. The Hyde Street Pier adjacent to the fleet of historic vessels and
2. The Municipal Pier on the west side of the Aquatic Lagoon.

Both of these alternative sites have a common problem, exposure to the prevailing winds and tidal surge. The DELTA KING is a riverboat with a draft of only 7 feet, unlike a deep draft ocean sailing ship. Therefore, with those weather conditions she would be pitching and yawing at her lines creating difficulties for the people aboard her 24 hours a day.

Aesthetically, the DELTA KING when viewed from all vantage points is in scale with adjacent buildings, structures and natural vegetation. In general this mooring position looks much like a typical river packet landing. There will be no impact on the swimming and boating clubs that use the Lagoon as the end turning buoy is approximately 100 feet from the mooring location.

See drawing.



RIVERBOAT - DELTA KING
PROPOSAL FOR EXPANDING THE FLEET
OF HISTORIC VESSELS AT THE
GOLDEN GATE NATIONAL RECREATION AREA
AQUATIC LAGOON - SAN FRANCISCO.
ROBERT TAYLOR AUGUST 1981

DELTA KING

5. BUSINESS DETAILS

All costs of the development will be the responsibility of the developer in a negotiated permit (or lease) with the G.G.N.R.A. This would include acquisition, restoration, maintenance, dredging, pile driving, water, and sewer connections, taxes, permits, licences and all on-site and off-site services related to the DELTA KING Project. In addition, certain construction services required in order to moor the DELTA KING such as dredging may have spin off advantages to the rest of the fleet of historic ships.

The vessel and all ancilliary structures will be fully insured, and have available a maintenance fund sufficient to maintain them at the highest level for their lifetime.

At the termination of the long term permit (lease), the vessel DELTA KING and ancilliary structures will through a reversionary clause become the assets of the Golden Gate National Recreation Area with an endowment fund for future maintenance.

The DELTA KING time-share concept was created and will be developed to a completed state by Robert Taylor, a businessman, residing in Vancouver, B.C. Canada. The corporate title DELTA KING ENTERPRISES INC. and its principal asset the vessel DELTA KING was purchased by Robert Taylor on July 21, 1981. Therefore all negotiations henceforth will be with DELTA KING ENTERPRISES, INC. incorporated under the laws of the State of California.

DELTA KING

6. ENVIRONMENTAL IMPACT

The "General Management Plan of G.G.N.R.A." provides detailed impact analysis of social, cultural and natural environments.

The proponent of the DELTA KING empathizes with the needs of the public and our natural environment. We recognize the need to work with all concerned persons, committees and groups to establish a satisfactory relationship.

It should be obvious to any person concerned with the environment that the vessel DELTA KING is an endangered species too. Like any neglected object, she will require copious quantities of love, attention, care, concern, hard work and money to restore her to her original magnificence. I am dedicated to the job of her restoration so that all who experience the finished product can enjoy her forever.

The impact of the vessel on the G.G.N.R.A., the City of San Francisco and the Bay Area are not excessively large problems waiting for a solution. We do not believe there is a negative impact on the natural flora and fauna resulting from the moorage of this vessel at this site. The DELTA KING moored in the Aquatic Lagoon, we believe will be the catalyst for similar nautical developments proposed by the G.G.N.R.A. plan and certainly an innovative solution to present problems.

The impacts that must be addressed are included but not limited to the following, visual quality; rowing and swimming clubs; Sea Scout facilities; recreation space; open space; parking deficit; visitor capacity of park; moorage of other historic vessels; educational facilities; potential belt line railroad; water service; solid waste disposal; fire control; breakwater; dredging;

DELTA KING

- 2 -

water quality; vegetation; soils; disturbance during construction activity at site; landscaping; design detailing, as well as wind and tidal surge. We believe that a business approach to the resolution of these concerns is possible.

The proponents of the DELTA KING welcome community and civic dialogue as we recognize that the DELTA KING is a well loved vessel in the Bay Area and indeed in California as a whole. May I emphasize that the vessel in her sunken condition is in a fragile state, therefore if the community want us to save her and restore her we must recognize that time is of the essence.

I consider the DELTA KING project a calculated business risk and may I ask that we address these issues objectively and in positive terms at the earliest possible date?

DELTA KING

7. BENEFITS TO THE PUBLIC - A SUMMARY

1. (a) Save an Historic Vessel

DELTA KING is significant to San Francisco. This is supported by the historians of the National Park Service.

(b) Expand the Fleet of Historic Vessels.

The 'General Management Plan - G.G.N.R.A.' proposes an expansion of the fleet, to as many as twelve (12) vessels.

(c) Increased enjoyment by Park Visitors

The DELTA KING is one of the finest examples of steamboat gothic in America today. Her imposing size, classic design and fine detail, she is an important addition to the fleet.

(d) Spin-off Advantages to Fleet of Historic Vessels

The technical details of mooring the DELTA KING in the Lagoon will require some dredging and access piers and possibly a breakwater. Some of the facilities may have some spin-off advantages to the present fleet of vessels.

2. Visual Impact of Expanded Fleet

(a) Adds to the lively color of the waterfront.

(b) Appeals to wide diversity of park users and residents of San Francisco.

3. Education Program

(a) Young Person's Work Program

We will develop a program in conjunction with the National Park Service to support teaching skills to young persons in the subjects of maintenance and detailed restoration.

DELTA KING

- 2 -

(b) Visitors

We intend to work with the National Park Service to provide as much of the vessel as possible commensurate with the time share use so that her distinctive features, construction and historical significance are disseminated to interested G.G.N.R.A. visitors.

4. DELTA KING Reversionary to Park Service

Upon termination of the permit (lease) with G.G.N.R.A, the title of the vessel DELTA KING will revert to the National Park Service with an endowment fund for future maintenance.

5. Time Share use of DELTA KING

(a) High Visitor Turnover of Suites.

Units are sold on minimum one week use that may be used for floating 2 day periods to make up that one week.

(b) Not the Exclusive Use of a Wealthy Few

The sale price per week allows the average working man (park visitor) to buy his TIME.

(c) Highest Level of Maintenance

Built in to every time share sale is an annual maintenance assessment. The funds must be used to maintain the premises, therefore, never will the vessel have a problem with deferred maintenance.

6. No Cost to Any Level of Government

DELTA KING ENTERPRISES INC. will be responsible for all of the costs of the project and will not apply for any government support or subsidy.



ROBERT TAYLOR

PROPONENT OF
DELTA KING DEVELOPMENT

BIOGRAPHICAL PROFILE

An apt statement to chart the course Robert Taylor sails on in his business and personal life may be "creative solutions to traditional problems". Coupled with his personality, enthusiasm, drive, diligence and attention to detail related to the challenge to succeed against obstacles motivates him to achieve agreement with people without total victory, so that all parties gain something tangible. His background in business administration and securities as well as his experience and deep interest in historical ship restoration provides the base for the success of the DELTA KING Time Share development.

BIOGRAPHICAL PROFILE

ROBERT TAYLOR

After graduating with a degree in business administration in Toronto, he gained extensive experience in marketing and promotion working with architects and designers before moving into the securities and capital markets.

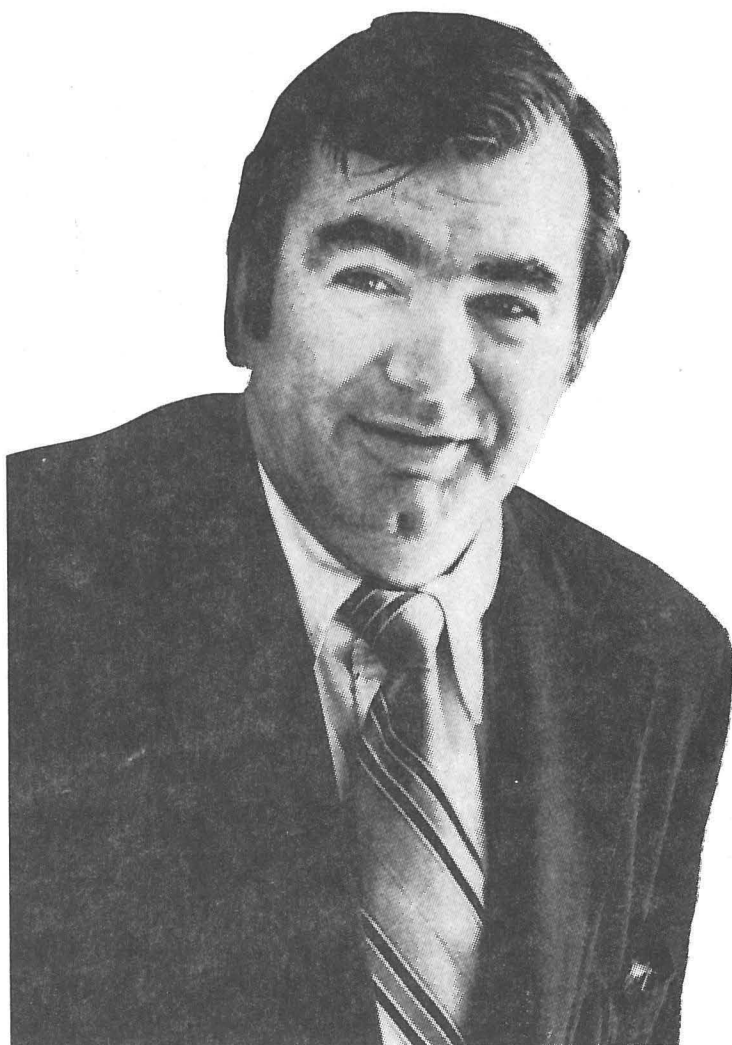
In 1966 he moved to Vancouver to establish two businesses, taking personal financial risks on his own unique ideas and concepts.

In 1971, he purchased a sternwheel riverboat ESSINGTON and developed a piece of industrial wasteland in the downtown core known as False Creek into an activity centre comprising a restaurant and adult sailing school. Mr. Taylor's foresight into the transformation of this run down urban area was followed by other private entrepreneurs. Within a few years, the Federal Government redeveloped Granville Island into a theatre, restaurant and cultural showcase. Recently the Provincial Government acquired 186 acres on False Creek to develop B.C. Place with a domed stadium, parks, housing and restaurants. The Province of B.C. will host the World Transportation Exposition - Transpo 86 on this site.

In 1974 while in Europe to acquire a square rigged ship for his Vancouver development, he needed a research facility in order to detail the restoration of the vessel to her historic specifications. Karl Kortum of the S.F. Maritime Museum ranks as the foremost expert on ship restoration so Mr. Taylor charted his course to consult with Karl Kortum. Almost immediately, Mr. Taylor was exposed to several opportunities in San Francisco that had substantial potential of success. The DELTA KING concept is the result of many years of diligence on the part of Mr. Taylor to save an historic ship in San Francisco.

Mr. Taylor is a patron of the National Maritime Historical Society. He possesses that rare belief and experience that both public and commercial interests can be served without substantial compromise.

Richard J. Thorman, Principal



In the timeshare industry, Mr. Thorman is noted for the innovative aspects of his programs and the high degree of product quality. Examples of this work are Laguna Shores and San Diego Country Estates projects. Mr. Thorman, as the development partner with Watt Industries, was responsible for the acquisition, financing, development and program structure for Laguna Shores which has become the most spectacular success story to date in the timeshare industry. During the first sixty (60) days of operation 7.5 million dollars worth of timeshare, representing 68% of the inventory, was sold. One million dollars (\$1,000,000) of rehabilitation was completed in four and half (4½) months. Total sales were in excess of \$11,000,000.

Additionally, Mr. Thorman was responsible for the development, finance and program structure of the first major timeshare program in the United States built especially for timeshare.

This unique program, located in San Diego Country Estates consists of sixty-four (64) condo units with a total sales volume of \$11,500,000.

For the past twenty years, Mr. Thorman has been involved in the finance, development and operation of recreational/resort properties with projects in New England, the Caribbean and Southwest. Participating as principal, building partner and manager, the scope of these projects include a 3,000 acre resort waterfront property complete from acquisition through golf course construction, housing sales and club operation, resort hotel ownership and management, housing tract ownership and development, and resort recreational lot development and sales.

As an active member of the timeshare industry, Mr. Thorman is a member of the Resort Timeshare Council serving on the Policy, Standards and Ethics, and the Nominating Committees.

THORMAN & ASSOCIATES, INC.

HISTORY AND BACKGROUND.

Laguna Shores, one of the nation's premier timeshare projects, was a major turning point for the timeshare industry. The project clearly demonstrated that with well thoughtout site selection techniques, acquisition methods and product design - - dramatic sales could be made. Laguna Shores also proved that a depth of professional experience and a major commitment to a long term involvement is needed to hold a project together.

From the experiences at Laguna Shores it became evident that a firm dedicated to providing timeshare development services was needed in the industry. Hence the formation of Thorman & Associates, Inc.

"ON-LINE" EXPERIENCE.

Thorman & Associates is the only Timeshare Development Services organization that is operated totally by those who have had "on-line" practical timeshare development, sales, management, and exchange experience. Thorman & Associates was formed in 1979, to provide specialized sophisticated services to timeshare developers, lenders and consultants. Through its broad based timeshare experience and depth of professional talent, Thorman & Associates has the proven capability necessary to create, obtain financing for, develop, construct, sell, and manage a successful timeshare program.

RELATED CAPABILITY.

The following are some of the timeshare related capabilities in which Thorman & Associates has developed a recognized expertise.

1. Resort use pattern analysis.
2. Timeshare use (time/space) analysis.
3. Timeshare financial feasibility.
4. Timeshare program development.
5. Timeshare legal objectives and legal interface.
6. Financial format for acquisition and development loans, take-out loans and gap financing.
7. Coordination of use permits and regulatory approvals.
8. Establishment of management and cost controls through Management Information Systems.

9. Timeshare facility design of amenities, exterior and interior spaces, furnishings and accessories.
10. Market analysis and marketing program.
11. Sales, plan, training, management, and inventory control.
12. Trust and title company coordination.
13. Property management providing operation as agent for property owners association, association affairs, reservation systems "front of house" and "back of house" organization.

PROJECTS AND PROJECT CRITERIA.

With the rapid growth of timeshare development and sales (from less than \$10,000,000 in national industry sales volume in 1972 to an excess of \$1,000,000,000 in 1980) many have viewed the timeshare mode as a quick financial panacea. To the contrary, timeshare development and sales has proven to require in-depth professional experience and capability along with rigid site selection processes and a strong financial posture. Thorman & Associates has dedicated itself to involvement only in those projects which fit all of the above criteria relative to people, location, and finances.

In addition to accepting assignments for complete project responsibility, Thorman & Associates provides discrete consulting functions for a number of clients within its area of related experience. Since all of the functions eventually relate to profit and loss and project cash flow, Thorman & Associates has developed a comprehensive computer cash flow analysis model. This model provides for a detailed and complete analysis of total cash requirements for up to 24 months of predevelopment work, 36 months of sales process and shows total cash payout to the last month of the last payment of the last notes receivable written. Detail also includes either hypothecation or discount sales impact on the total financing picture for the project. This program is being constantly updated and is currently the most sophisticated cash flow program available in the industry. In addition, Thorman & Associates has in process programs for on-site inventory control and accounting procedures which in the near future will place the timeshare product in a completely "on-line" condition.

90-06

PROFILE OF PROPONENT(S)

APPENDICES

- Time Share Overview
- General Management Plan

G.G.N.R.A.

Timeshare; an overview.

Timesharing is a term used to describe ownership of a specific period of time at an urban or resort property that is normally used for vacation purposes. Personal ownership of timeshare properties comes in two forms, fee and non-fee. Fee ownership, and its variations, is the most popular type of timeshare ownership and, consequently, is that proposed for the DELTA KING. Similar to other real estate transactions, owners of DELTA KING timeshares will receive 1) title by warranty deed and, 2) title insurance. (The sale will include a reversionary clause to deed the vessel to an acceptable owner, i.e., National Maritime Museum in a year certain. The term of ownership and donee to be mutually determined.)

Fee ownership is usually sold to the consumer in one of two ways, as timeshare ownership, or as interval ownership. Timeshare ownership involves the transfer of a fee simple estate to the purchaser by a warranty deed which is then recorded. Each timeshare owner holds his interest as a tenant-in-common with the other timeshare owners of the property. As an example, if a unit is divided into 51 weeks of use and an owner buys one week, he would own a fifty-first interest in the property as a tenant-in-common.

The mechanism for timesharing is established by recording a contract agreement among all tenant-in-common owners that states that they agree to limit their use of the property to specific time periods each year. The owner's time period is usually based on a "fixed" or "floating" schedule. Fixed time means that the owner would have use of his unit each year at the same time, say, during the thirtieth (30th) week of the year. Floating time allows the owner increased flexibility in that his time is not fixed each year. In practice, he may choose any week within the "season" that he purchased (i.e., summer or winter) provided that he reserves his time within a predetermined time frame, say ninety (90) days prior to occupancy. Another option of floating timeshare plans is "split time" which allows the owner to use his timeshare in blocks of nights. A minimum of three nights on a holiday weekend, two on regular weekends, and one night during weekday periods is one such use pattern. Again, the owner must call in advance for reservations which are subject to availability.

Tenant-in-common laws pose the issue of the rights of partition. There are two accepted methods of dealing with this concern. One is to incorporate a waiver of the rights of partition into the recorded contract agreement. The other is to establish ownership as an estate for years through a terminable fee. This method is known as interval ownership and allows the owner to use the

property for a specific number of years - usually for the span of time known as the economic life of the building - and then receive title as a tenant-in-common. At this point, the owners may elect to renew the interval estate, remain as tenants-in-common owners, or to sell the property and divide the proceeds. Because interval ownership is a "terminable" fee interest, the owners do not hold rights of partition until they become tenants-in-common. Unlike timeshare ownership, where the owner's rights constantly exist as tenants-in-common, the interval ownership rights come into existence and terminate each year at the beginning and end of an owner's timeshare period.

Most, if not all, timeshare ownership plans require payment of annual dues to a homeowner's association. These dues generally cover expenses such as maintenance and repairs, taxes and management salaries. A reserve fund is also established to pay for both anticipated and unanticipated expenses such as furniture and carpet replacement, glass, paving, etc. Maintenance reserves are an important component of any timeshare program and ultimately contribute, along with property management, to the success or failure of the timeshare.

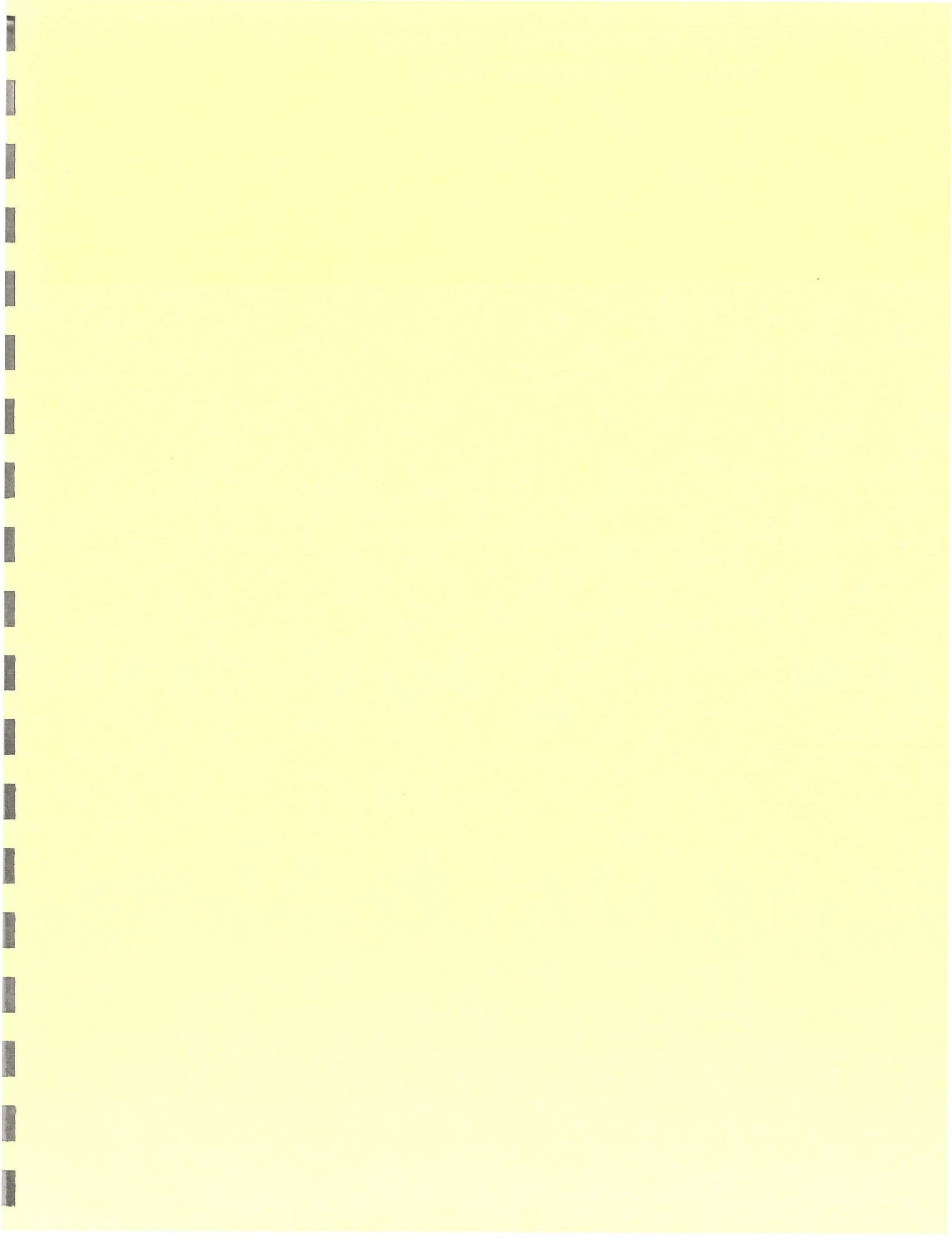
Exchange Opportunities

Consumers have rated the opportunity to exchange use periods is one of the most important aspects of timeshare ownership.

Currently, Interval International (II) and Resort Condominiums

International (RCI) are the two most prominent exchange companies that arrange timeshare trades. Almost all of the existing resort and urban timeshare programs have affiliated with I.I. or R.C.I. Affiliation enables timeshare owners to exchange their week or weeks for comparable time in other locations worldwide. This feature opens up the possibility for the owner to enjoy a new set of vacation attractions and amenities each year.

I.I. and R.C.I. are both fully computerized and extremely efficient. A survey conducted in 1980 indicates that R.C.I. and I.I. were able to satisfy fully 74.1% of the requested trades with either the owner's first choice (35.8%) or his alternative choice (38.3%). I.I. currently is affiliated with more than 300 timeshare resorts in over 30 countries around the world and includes individual membership of more than 125,000 persons. R.C.I. is now affiliated with more than 540 resorts worldwide and has more than 135,000 members.



THE DEVELOPED AREAS

Alcatraz

From a strict resource management viewpoint, historic preservation will be the primary concern at this location. Perhaps the majority of future visitors to the island will continue to be attracted by the intrigue of the prison. But this plan also emphasizes the restoration of the island's parklike qualities and a recognition of its key position in the bay as a spectacular viewpoint.

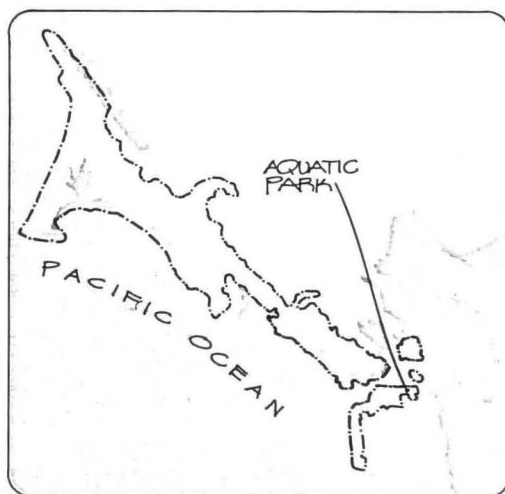
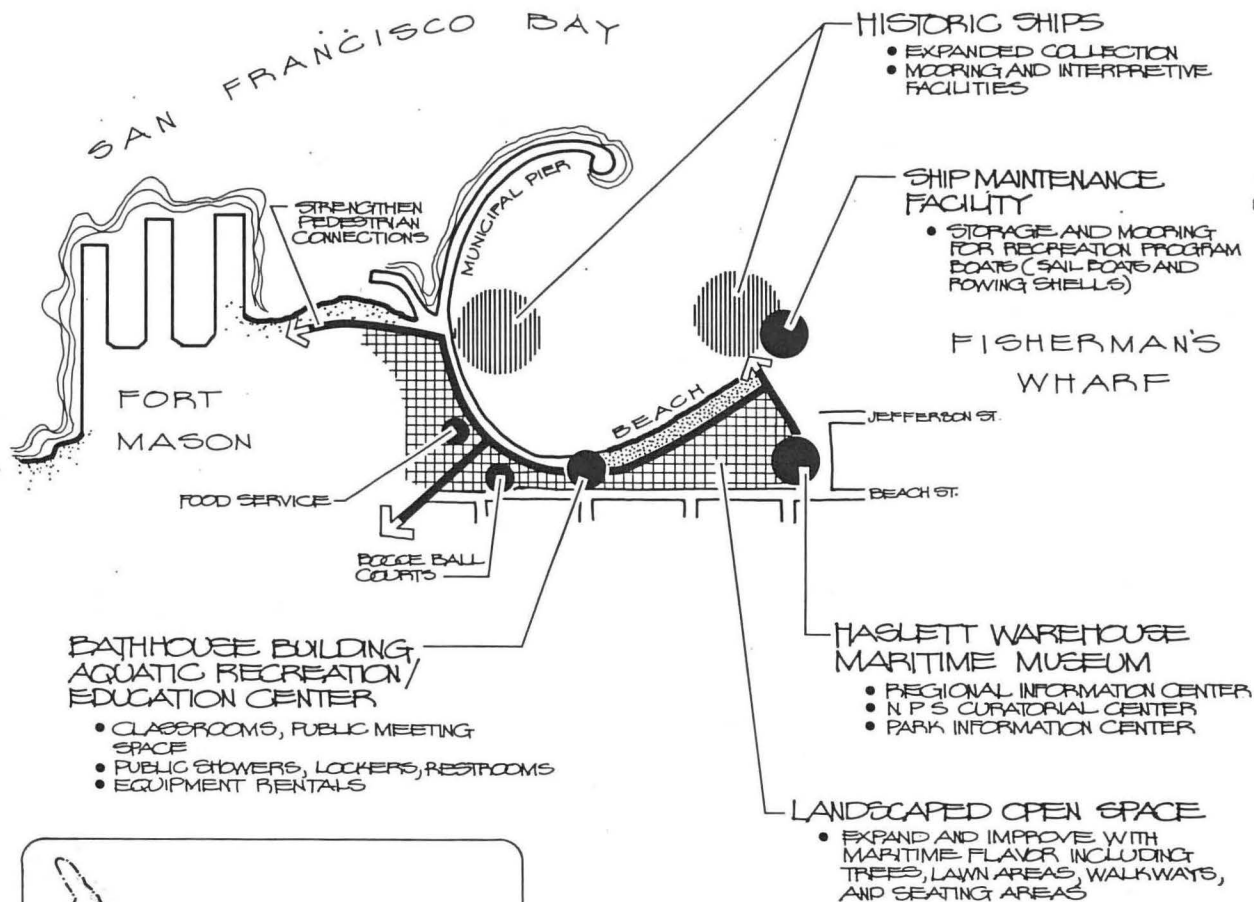
The piles of building rubble and debris and crumbling nonhistoric structures will be removed. The resulting open space will be refilled with topsoil, trees, shrubs, grass, walkways, overlooks, and picnic facilities. Within this pleasant landscaped setting, the stark prison and military structures will stand in honest contrast. To most people this will seem to be a brand new look for the island. But since Civil War times, carefully tended plantings have been an important element there. While literal restoration of historic gardens is not feasible, in a general sense proposed landscape development will return the island to a more accurate historic setting.

Buildings to be stabilized and made safe will be selected on the basis of historic value and economic and structural feasibility. The main cell house, all military fortifications, the barracks, the wharf and the lighthouse have all been identified as historically significant structures that should be preserved if feasible. Suitable space in these structures will be adapted for exhibits relating to the prison era, military era, natural history, and Indian occupation of the island.

The rocky cliffs and shoreline of the island will remain untouched as important habitat for birds and marine organisms.

Aquatic Park

This aptly named feature of San Francisco's colorful waterfront will continue to be a focal point for interpreting man's historical and contemporary dependence on the water. Elements relating to maritime history dominate the scene and will be made even more prominent with a new maritime museum and an expanded collection of historic ships. Historical interpretation will focus on the subject of San Francisco maritime history, with reference to other regional events, such as the gold rush, only as they help to present the main theme. Although not as prominent visually, water recreation will also remain as a primary activity in this area. ←



G41/20073
DSC/MAR 79

0 30 60 METERS
0 100 200 300 FEET



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

AQUATIC PARK

DEVELOPMENT CONCEPT
GOLDEN GATE NATIONAL RECREATION AREA
POINT REYES NATIONAL SEASHORE

The old brick Haslett Warehouse will be adapted for a museum and information center with its exterior architectural and historical integrity retained. Artifacts from the existing museum will be displayed there along with appropriate additional pieces exemplifying San Francisco maritime history--perhaps even full-sized boats or ships' hulls not suited for exterior display. Most park curatorial museum storage and library space will be incorporated into this new structure. Although extensive interior modifications will be required, an effort will be made to retain a significant portion of the original post and beam construction for interpretive purposes.

A major park information center within the new museum building will describe what GGNRA and Point Reyes have to offer and provide related transportation advice. Because Aquatic Park is already part of one of this country's busiest tourist scenes, a portion of the warehouse will also be used as a regional recreational information center, informing visitors of state, federal, local, and private recreational resources--a place to find out about winery tours, San Francisco historic houses, or Forest Service campgrounds.

If the availability of vessels and funds permit, the current collection of 5 historic ships will be expanded (tentatively up to 12 including the Balclutha, which is owned by the National Park Service but is now berthed outside the park). Additional ships must be small to medium sized and compatible with the 19th and early 20th century steam and sail maritime flavor now evident in the area. The lagoon defined by the municipal and Hyde Street piers will be the setting for the display of these vessels. Until more detailed studies (including a continuing U.S. Army Corps of Engineers study of a proposed Fisherman's Wharf breakwater) address the practical problems of wind, surge, and wave protection, it will be assumed that most of the ships will be docked at pier structures on both the east and west sides of the lagoon. For visual and practical purposes, several could be moored in the center with special care to avoid conflict with swimmers and rowers. *

If further study confirms the desirability of continued ship mooring in the Hyde Street pier area, the National Park Service will propose to abandon that substandard structure and construct a pier in a new configuration in the same general area. As many ship maintenance functions as possible will be incorporated into the design of this structure, with maximum exposure to visitor viewing. The fate of the existing structure, which is owned by the Port of San Francisco, must be determined through discussions with that agency.

To further strengthen the relationship between the new maritime museum and the Hyde Street pier, a common entry plaza will be developed at the intersection of Hyde and Jefferson streets. The swimming and rowing clubs along Jefferson Street are major visual and physical barriers to the bay, and they will be relocated if they

are placed under the jurisdiction of the National Park Service. New facilities for swimmers and rowers will be provided in the old museum building, and the historic club buildings and associated boats will either be incorporated into the new Hyde Street pier, structure or moved to the west side of the lagoon at the foot of Van Ness Avenue. The portion of Hyde Street within the park boundary (between Jefferson and Beach) will be obliterated.

To visually emphasize pedestrian access between all of the ships, the existing waterfront promenade will be made more prominent with new seating areas, street furniture, and paving materials that contribute to the maritime setting.

The existing maritime museum building (originally built and known as the Aquatic Park bathhouse) will be adapted as the Aquatic Recreation and Education Center, carefully preserving valuable interior as well as exterior architectural details. The renovated lower level will have supervised showers and lockers and a concession for rental of equipment such as small boats, fishing gear, bikes, and bocce balls. The remainder of the building will serve as multipurpose space suitable for use as classrooms, laboratories, and meeting rooms for various-sized groups. National Park Service and community programs accommodated there will carry out the broad Aquatic Park theme; specific program subjects might include lifesaving, sailing, canoeing, maritime history, and wooden ship restoration. The senior center will gradually be phased out of this building as a new center in Fort Mason develops.

All of Van Ness Avenue inside the park boundary will be removed and replaced with landscaping. In recognition of parking deficits in the northern waterfront, the National Park Service in coordination with appropriate departments and officials of the city and county of San Francisco will explore the possibility of constructing a multilevel parking structure at the terminus of Van Ness.

The Sea Scout clubhouse and maintenance docks will also be removed. The Sea Scouts' boats will be moved to the east side of the lagoon, and their programs and meetings will be held in the aquatic center. (The implementation of these proposals will require full breakwater protection. All detailed planning for them will involve consultation with the Sea Scout organization.) The food concession at the foot of Van Ness will receive a good sprucing-up. The municipal pier will also get a substantial cleanup and minor improvements such as fish-cleaning stations and restrooms. (It may also require major structural renovation.) Night lighting throughout the area will be upgraded.

Few facilities will remain unchanged in Aquatic Park--only the bocce ball courts and most of Victorian Park. A park and transportation information kiosk will be developed near the cable car turnaround to



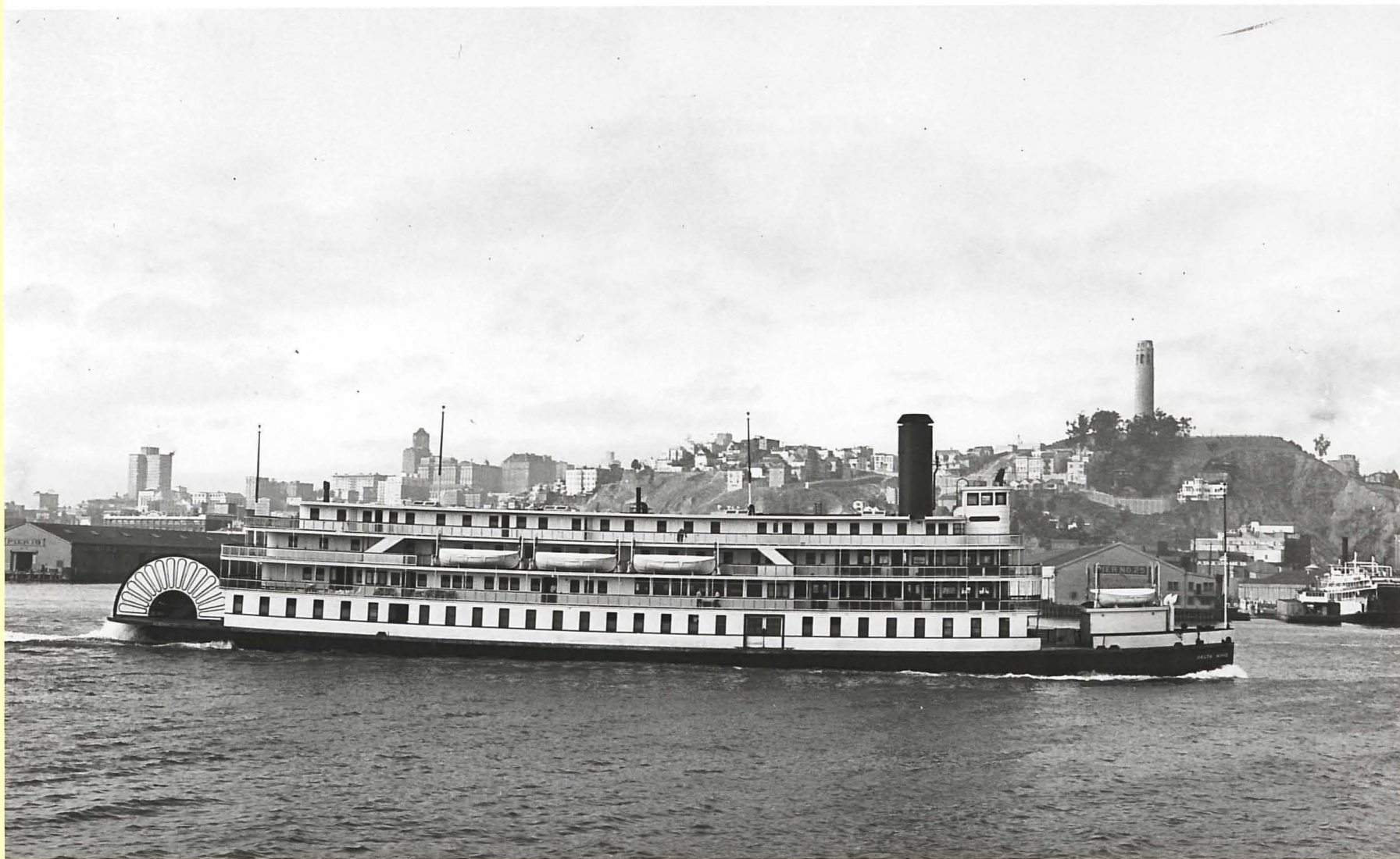
DELTA KING

Stained leaded glass windows, Social Hall, Saloon Deck



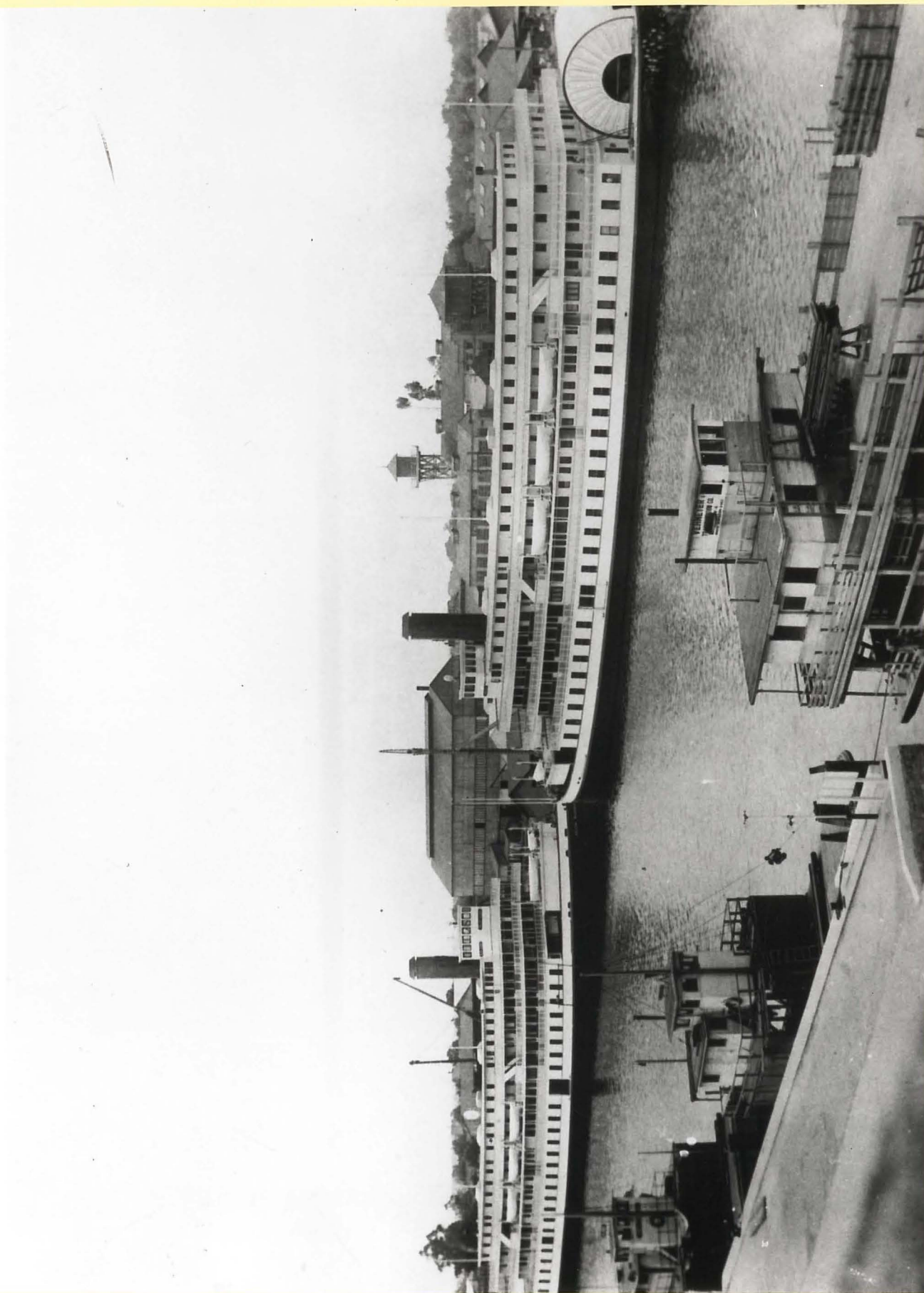
DELTA KING

Grand staircase from Saloon Deck to Observation Deck



DELTA KING

Steaming past Telegraph Hill, San Francisco 1934



DELTA KING

and sister DELTA QUEEN at moorage



DELTA KING

docking

1930's



DELTA KING

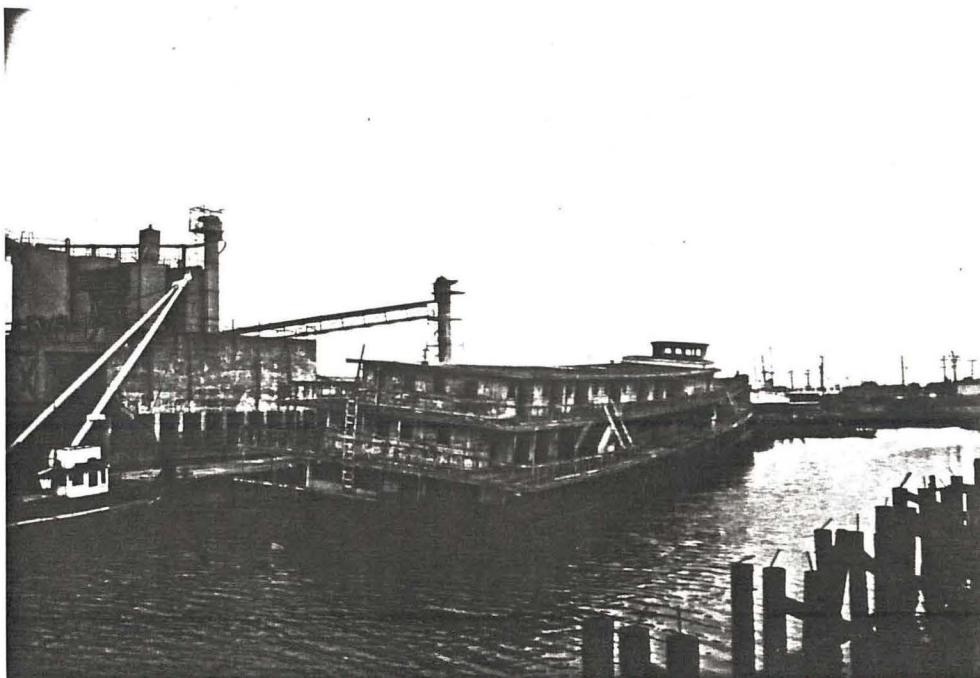
and sister DELTA QUEEN racing on opening day of
World's Fair, Treasure Island 1939

CURRENT STATUS
LAURITZEN CHANNEL, RICHMOND, CALIFORNIA.

JULY 1981

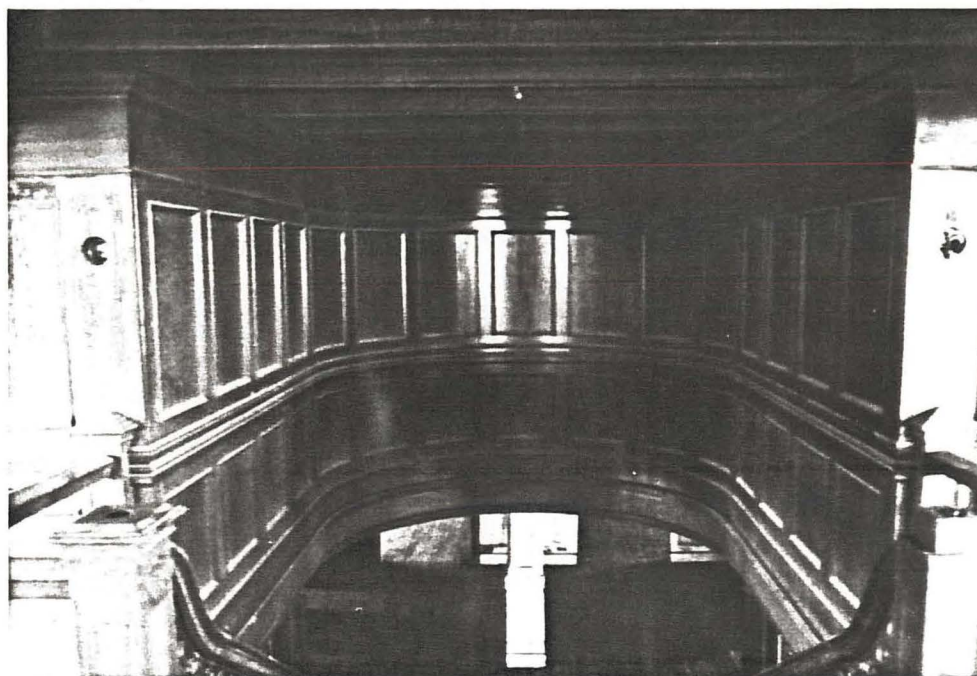


SUNKEN - HULL PARTIALLY SUBMERGED.



CURRENT STATUS
LAURITZEN CHANNEL, RICHMOND, CALIFORNIA.

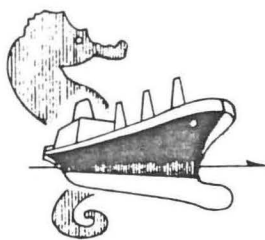
JULY 1981



GRAND STAIRCASE/PANELLING INTACT



INTERIOR WALL & CEILING PANELLING INTACT



David J. Seymour, Ltd.

NAVAL ARCHITECTS – MARINE CONSULTANTS

851 Traeger Avenue, Suite 320
San Bruno, CA 94066
Telephone (415) 872-2760
Cable Address: SEAMOR SBNO
Telex: 171548

September 2, 1981
File: NBC

Mr. Robert Taylor
Delta King Enterprises Inc.
901 - 2150 Bellevue Avenue
West Vancouver, B.C. V7U1C3

SUBJECT: "DELTA KING" SALVAGE PROPOSAL

Ref. a) Meeting RT/DJS on Aug. 25/81

Enclosure: "Study for Salvaging the Paddle Wheel Steamer DELTA KING"

Dear Robert:

In accordance with Ref. a), we are pleased to forward the enclosed proposal for your review and approval. This proposal was prepared with the support of Podesta Divers & Construction, Inc., of San Francisco.

David J. Seymour, Ltd. will serve as the lead firm in the study phase. The estimated cost to conduct the study is \$15,900 with a four week period of performance. We feel that Podesta Divers and DJS, Ltd. are well qualified to conduct this engineering study to identify a low risk, cost effective salvage method for your vessel. This team is familiar with the vessel, having conducted separate diving and marine surveys on her some years ago.

Please do not hesitate to call on us to discuss any aspect of this proposal. Looking forward to supporting you on this interesting project, I remain,

Very truly yours,

David J. Seymour

DJS/rb
cc: Al Podesta, Podesta Divers
w/Encl.

1. INTRODUCTION

The paddle steamer DELTA KING is presently resting on the harbor bottom alongside the Pozzolan Cement Co. Pier, Cutting Blvd., Richmond, California. It is the intention of the DELTA KING's Owner to raise the vessel, tow it to a drydock and repair facility for partial restoration to its original condition for a commercial project.

This proposal, which addresses the first step in this sequence, salvaging the DELTA KING, is presented jointly by Podesta Divers & Construction, Inc. and David J. Seymour, Ltd. The latter will serve as the lead firm in the conduct of the study.

2. OBJECTIVE

The purpose of the proposed engineering study is to identify a low risk, cost effective salvage plan. To this purpose a series of five tasks are proposed, encompassing data acquisition, plan preparation, development of salvage options, evaluation and detailing selected option.

3. TASK DEFINITION

The proposed study consists of five engineering tasks as follows.

Task 1. Survey Dive

A survey dive of the vessel will be conducted to identify the size and location of all openings in the shell and Main Deck. A report will be prepared and the results applied to the analysis of hull strength, stability and costing of hull preparation for salvage.

Task 2. Survey Data Plans

Drawings will be prepared for the vessel in its present condition. The drawings will be based on the results of the survey dive in conjunction with existing drawings of the DELTA QUEEN. The drawings will include: compartment plan, deck and shell plans and vessel orientation in present condition.

Task 3. Salvage Options

An analysis of five (5) salvage operations will be conducted to provide comparative data leading to an evaluation and selection of a cost-effective, low risk option. The salvage operations are described below, followed by a description of the analysis.

3.1 Hull Pump Out

This approach involves sealing the shell and deck openings to allow pumping out of the hull. A watertight bulkhead in the stern and porthole gaskets are required in addition to temporary enclosures of the deck and shell openings. A cofferdam trunk is also required for pump installation and hull access. Pontoons attached to the hull sides are required to provide statical stability in the re-floating process.

3.2 Floating Cranes

The hull is lifted at the stern section by several floating crane barges positioned alongside the vessel. The hull and deck openings are sealed, the vessel pumped out simultaneously as barges hoist to provide lift and stability.

3.3 Cofferdam on Vessel

This option is similar to 3.1, Hull Pump Out. However, two cofferdams are built on the Main Deck, forward and aft, to provide intact waterplane for transverse stability in place of the pontoons.

3.4 Cofferdam Around Vessel

In this option a cofferdam of steel sheet piling is installed in the harbor at the stern and starboard side of the vessel which, together with the pier sides, forms a drydock. Cofferdam drydock is then partially pumped out to clean Main Deck for sealing. The vessel is pumped dry, the cofferdam is reflooded, and the vessel floated off the bottom.

3.5 Buoyancy

The use of installed air bags, ping pong balls or foam will be investigated in this alternative to hull sealing and pump out.

The investigation of each option will include the following items.

1. Buoyancy, Trim and Stability Analysis
2. Salvage Operation
 - 3.1 Equipment and Supplies
 - 3.2 Manning Requirements
 - 3.3 Schedule
 - 3.4 Risk Assessment
 - 3.5 Cost

The level of detail will be that necessary to permit evaluation of all options on a common basis.

Task 4. Evaluation, Ranking and Recommendation

The results of Task 3 will be evaluated and ranked according to a set of criteria approved by the Owner. Each salvage option will be considered with the objective of identifying a low risk, cost effective plan for salvaging the DELTA KING.

Task 5. Details for Selected Option

In this task the selected salvage method will be developed to a greater level of detail than that in Task 3; the level of detail will be sufficient to prepare firm costs for the salvage operation. The scope of this task includes the engineering and salvage operation items listed in Task 3, as well as recommendations for vessel preparation prior to tow. A report will be prepared documenting each study task.

4. SCHEDULE AND COST

The study span is approximately four weeks. The estimated calendar time, hours and cost to complete each task are as follows.

<u>Task</u>	<u>Days for Completion</u>	<u>Man Hours</u> <u>Podesta DJS, Ltd.</u>		<u>Tot.</u>	<u>Cost US(\$)</u>		
		<u>Divers</u>			<u>Podesta</u>	<u>DJS</u>	<u>Tot.</u>
1. Survey Dive	2	48	32	80	3000	1520	4520
2. Survey Data Plans	4	16	80	96	500	3200	3700
3. Salvage Options	11	24	120	144	360	4800	5160
4. Evaluation, Ranking	2	16	16	32	240	640	880
5. Detail Selected Option	3	24	32	56	360	1280	1640
	<u>22</u>	<u>128</u>	<u>280</u>	<u>408</u>	<u>4460</u>	<u>11440</u>	<u>15900</u>

5. STUDY REPORT

A report will be prepared and delivered at the conclusion of the study. This report will document all data, plans and results of each Task including study conclusions and recommendations.

DELTA KING his

exj

OFFICE OF THE ATTORNEY GENERAL
STATE OF MISSISSIPPI
JANUARY 11, 1964